

THE GREAT EASTERN LONDON MOTOR OMNIBUS COMPANY LIMITED

A BRIEF HISTORY

WITH FLEET AND ROUTE LISTS

THE OMNIBUS SOCIETY

LONDON HISTORICAL RESEARCH GROUP

October 1976

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THE GREAT EASTERN LONDON MOTOR OMNIBUS COMPANY LIMITED

Part 1 - A Brief History

Compiled by W. Noel Jackson,  
and based on material supplied by Charles E. Lee.  
In addition, the published works of A. W. McCall,  
L. A. Thomson, and 'Rodinglea' were consulted.

Pages 1 to 4

Part 2 - A Fleet List

Compiled by John M. Cummings,  
and based on the records of the West Ham  
Licensing Authority, with certain additions  
(marked \*) supplied by George J. Robbins.

Pages 5 to 8

Part 3 - A Route List

Compiled by George J. Robbins,  
and based on notes in the Reinohl Collection;  
these do not always agree with dates given in  
contemporary press notices.

Pages 9 and 10

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PART 1 - A BRIEF HISTORY

Horse Trams

On 13 May 1883 a concern titled the Lea Bridge, Leyton and Walthamstow Tramways Company opened a horse tramway between Lea Bridge and Whipps Cross, but inadequate financial backing led to the company being wound up on 13 December 1884. The liquidator sold the undertaking to Mr. J.J. Griffiths of Kingsland Road. On 19 October 1888 the Lea Bridge, Leyton and Walthamstow Tramways Co. Ltd. was registered and soon afterwards it acquired the undertaking from Mr. Griffiths. The line from Whipps Cross to the Rising Sun, previously laid but not worked, was put in order and a service between Lea Bridge and the Rising Sun began on 13 May 1889. An Act of 12 August 1889 authorised the company to build a line from Bakers Arms to Leyton Station; this was opened on 31 March 1890. The same Act incorporated a statutory Lea Bridge, Leyton and Walthamstow Company, dissolving the limited liability company.

Horse Buses

In view of various difficulties, especially the opposition to the installation of a tramway system along the narrow Hoe Street, the company decided to institute horse-bus services rather than attempt to build new tramways. On 21 October 1889 a horse-bus service began between Hoe Street Station and Stratford Broadway, working at half-hourly intervals. Services added later included :-

Leyton Station - Upton Park Station, via Stratford and Plashet Road;  
Higham Hill Tavern - Stratford Broadway, via Blackhorse Road, St. James Street, Markhouse Road, Capworth Street, Manor Road, and Leyton High Road;  
Winn's Avenue (Lloyd Park) - Bakers Arms, via Hoe Street;  
Stratford - Upton Park (White Hart);  
Forest Gate Station - Plaistow (Abbey Arms), via Forest Lane, Stratford, and Balaam Street.

The Tramways Act of 1870 enabled local authorities to purchase (compulsorily, if necessary) tramways within their area, and Leyton Council decided to do so. Realising that, in negotiations with the Council, difficulties might arise concerning the operation of the horse-buses, for which the L.B.L. & W. company had no legal powers, it was decided to form a separate company to work the horse-bus services. The new company, named the Great Eastern London Suburban Tramways & Omnibus Co. Ltd., was incorporated on 17 February 1897 and took over the operation of the horse buses on 1 May 1900.

Motor Buses

Five years later, the company began working motor buses; the first route to be converted from horse traction (on 12 June 1905) being that between St. James Street and Stratford, via Walthamstow High Street, Hoe Street, and Leyton High Road. L.A. Thomson, in 'By Bus, Tram and Coach in Walthamstow,' states that this service was started with four Straker-Squire double-deck buses, but this does not accord with the accompanying fleet list or with the table published in Commercial Motor dated 21 September 1905, which gave the Great Eastern as owning only two motor buses.

A separate company, with the title 'Great Eastern London Motor Omnibus Company Limited,' was formed on 22 March 1906, to take over operation of the motor bus services, as distinct from the horse bus services. However, the latter were discontinued soon afterwards and the vehicles broken up at the Upton Park depot. The authorised capital of the new company was £405,000, made up of 400,000 £1 shares and 100,000 shilling deferred shares. The registered office was at 17 Cockspur Street. The prospectus claimed that routes were being worked in East Ham, West Ham, Ilford, Leyton, Walthamstow, Hackney, Plaistow, Poplar, the City, and the West End, and that there would soon be services in Edmonton



and Tottenham. It was also stated that 19 motor-buses and eight chassis had been acquired, that 25 were on order from Straker-Squire, and that the company had an option on 150 Dennis Vehicles. The company's garage was in Green Street, Upton Park, by Boleyn Road, with an entrance near 236 Green Street. There was also a horse depot on the south side of Lea Bridge Road, Hackney, and land in Angel Road, Edmonton.

#### Routes Operated

In the issue of Commercial Motor for 5 April 1906 it was stated that the new company took over the bus operation on 22 March. It added that "the company began a new service on 26 March 1906 between Upton Park, Canning Town, Blackwall, Poplar, Limehouse, Commercial Road, Whitechapel, Aldgate, Cheapside, Holborn, and Oxford Circus. The buses are all lettered 'Great Eastern' and are painted with red panels and yellow window frames; they are all of Straker-Squire make, of which 50 are on order." (The company was working eight buses on 26 March 1906, 12 on 2 April 1906, and 48 on 31 December 1906.) Railway Gazette dated 23 March 1906 had stated that a service between Leyton and Elephant & Castle would be opened shortly, but in fact it did not begin until October.

A map in Commercial Motor dated 19 April 1906 shows a Leyton - Oxford Circus route, and one in Commercial Motor of 25 June 1906 shows the same route with an extension to Epping Forest on Sundays and holidays only. The services at 1 January 1907 were given as :

- Upton Park - Oxford Circus;
- Leyton - Oxford Circus;
- Lea Bridge - Elephant & Castle;
- Walthamstow - Stratford.

The services at 1 July 1907 and at 30 December 1907 were given as :

- Upton Park - Oxford Circus;
- Leyton - Oxford Circus;
- Leyton - Elephant & Castle.

On Sunday, 2 February 1908, Great Eastern began a service between Seven Kings and Stratford Broadway, using 12 Arrol Johnston double-deck buses fitted with roller-blind destination indicators. This route was extended to Elephant & Castle on Sunday, 8 March 1908, on which day the Vanguard Motor Omnibus Company introduced two new services :-

- 10 : Leytonstone - Elephant & Castle, via Stratford;
- 11 : Seven Kings - Elephant & Castle, via Stratford.

Local newspapers stated that Great Eastern and Vanguard were working a joint timetable, but this co-operation ceased after six weeks.

#### Proposed Merger with the London Road-Car Company

In March 1908 tentative arrangements were made for a merger of Great Eastern with the London Road-Car Co. Ltd. On 18 April 1908 Road-Car began working on the Seven Kings - Elephant & Castle route (using the route letter Q) in conjunction with Great Eastern and in opposition to Vanguard's route 11. In May it was reported that terms for the merger had been agreed, but the proposed merger fell through in June. By this time arrangements were well in hand for the amalgamation of the London General, Road-Car, and Vanguard companies. The Great Eastern company considered that the horse-bus was obsolete and that horses and horse-buses should be valued at their sale price, without consideration of cost and goodwill. The L.G.O.C., having such a large number of horses and horse buses, insisted on the inclusion of the horse bus as a going concern. Great Eastern would not agree to this and in consequence withdrew from all merger talks. From 12 June Vanguard transferred its buses from route 11 to route 10 and the L.G.O.C. placed more buses on the Seven Kings - Elephant route. Road-Car withdrew from this route on 21 June and transferred the vehicles next day to a new route Q between Oxford Circus and East Ham.



Great Eastern started a new service, between Liverpool Street and Shepherds Bush, on Thursday 14 May 1908, the day of the opening of the Franco-British Exhibition at White City. The buses required for this service were taken from the Seven Kings and Upton Park services. The Seven Kings service was curtailed at Ilford Broadway on 21 June 1908, leaving the L.G.O.C. as sole operator along Ilford High Road. On 24 August 1908 the Great Eastern Ilford - Elephant & Castle and Liverpool Street - Shepherds Bush services were combined to form a new route, Ilford Broadway - Shepherds Bush. This route was diverted to West Kilburn (Falcon Hotel) on 17 December 1908.

Once the General - Road-Car - Vanguard amalgamation had been effected, Great Eastern became subjected to fierce competition. On 17 August 1908 the L.G.O.C. began working 20 buses between Leyton (Bakers Arms) and Elephant & Castle, over what had previously been an exclusively Great Eastern route between Hackney and Lea Bridge. On 16 September Great Eastern introduced season tickets on this route. In May 1909 Great Eastern began a new service from Putney Station to Leyton (Bakers Arms) on weekdays and Epping Forest (Rising Sun) on Sundays. Almost a year later the route was diverted to operate Putney Station - Hackney Station.

The opening of a new garage at Lonsdale Road, Kilburn (reported in Commercial Motor of 16 August 1909), facilitated the operation of a service from West Kilburn to Victoria Station which began on 26 July 1909. In the following April the route was extended to Charing Cross (weekdays) and Elephant & Castle (Sundays).

#### Negotiations with the L.G.O.C.

On 7 September 1909, following an interview with Sir Thomas Pile and Mr. F. Griffiths, directors of Great Eastern, the L.G.O.C. decided to enter into negotiations with the company for a pooling arrangement, the number of buses to be taken as a basis to be London General 900, Great Eastern 150; any increase beyond that number to be mutually agreed. However, second thoughts prevailed, and on 12 October the L.G.O.C. informed the Great Eastern that it would be prepared either to purchase the undertaking or to enter into a pooling arrangement. The suggested pooling arrangement was: Taking the number of buses on the road at that time to be 720 L.G.O.C. and 80 Great Eastern, both companies should have the right to increase their vehicles on the road, provided that by 30 June 1911 the L.G.O.C. had not increased beyond 1,080 and Great Eastern beyond 120. (The L.G.O.C. did not expect the number of horse buses to exceed 300 by that date). When the companies had reached the totals of 1,080 and 120 respectively on the road there should be no further increases or decreases except by mutual agreement, and such increases or decreases should be in the proportion of nine to one. A Joint Traffic Committee (three L.G.O.C. and two Great Eastern directors) should adjudicate, with full power, on all traffic matters. Receipts and joint expenses should be apportioned on a mileage basis in proportion to the number of bus traffic miles worked by each company. The agreement should be for seven years and terminable at the end of or after seven years by either side giving one year's notice. Alternatively, the L.G.O.C. would be prepared to purchase the undertaking of the Great Eastern London Motor Omnibus Co. Ltd. for debentures of an amount equal to the paid-up capital of that company.

After correspondence between the companies, the L.G.O.C. stated, on 2 November 1909, that it could not proceed further with the negotiations for the purchase of the Great Eastern, and on 8 February 1910 further resolved that the matter of the proposed pooling arrangements should be dropped. However, negotiations were resumed later in the year and, despite the fact that Sir Thomas Pile declined to allow L.G.O.C. auditors to inspect the Great Eastern books or the L.G.O.C.'s chief engineer to inspect its buses, the L.G.O.C. Board resolved, on 26 January 1911, "that Messrs. Howard Moore, Lulham Pound and Joynson-Hicks be authorised to negotiate for the acquisition by the Company of about £70,000 of the Capital of the Great Eastern London Motor Omnibus Company Limited in exchange for Ordinary Stock and/or Preference Shares of this Company of an amount not in excess of the nominal value of the Shares acquired."



### Acquisition by the L.G.O.C.

Less than a month later (on 21 February) agreement was reached between the L.G.O.C. and "Sir Thomas Pile, acting as Trustee on behalf of certain shareholders of the Great Eastern company and contracts by certain of the shareholders assigning a total of 79,746 ordinary shares of the Great Eastern company to the L.G.O.C. or its nominees." On 6 March 1911 an extraordinary general meeting of the Great Eastern company agreed the terms for acquisition of its undertaking by the L.G.O.C. On 15 March the L.G.O.C. directors resolved that "Messrs. J. Howard Moore, John Neal and J. Pulham Pound be nominated to serve on the Board of the G.E.L.M.O.Co. Ltd. and that one thousand (1,000) ordinary shares of that company be placed in the name of each of these severally in order that they may be properly qualified." A further resolution, on 2 May 1911, approved that the amalgamation should be carried through as speedily as possible and that an offer should be made to purchase the undertaking of the Great Eastern company as at 31 December 1910 for the sum of £120,733. Sir Thomas Pile and Mr. Fred Griffiths were each to receive £750 in satisfaction of their fees as director of the Great Eastern company or the L.G.O.C. to 31 December 1911, and Mr. J. Barber-Glenn was appointed liquidator of the Great Eastern company. At the same meeting the Assignment of Lease of Premises known as Stanley & Montague Buildings from the Great Eastern London Suburban Tramways & Omnibus Company to the L.G.O.C. was sealed.

At the time of acquisition the Great Eastern buses were painted "egg yellow with red background to the blue shaded gold lettering of the fleet name", to quote C. F. Klapper's description. They were housed in three garages :-

- (a) 588 Lea Bridge Road (not far from Bakers Arms), Leyton.  
The L.G.O.C. garage at Leyton Green (coded 'T') was built in 1912 as a replacement for this garage;
- (b) Green Street, Upton Park. The site of this garage had been occupied originally (since 1898/9) by the Great Eastern London Suburban Tramways & Omnibus Co. Ltd. The garage became the L.G.O.C. Forest Gate garage (coded 'G') and was eventually closed by London Transport on 27 April 1960.
- (c) Lonsdale Road, Kilburn. This building had been used as a stables by the Associated Omnibus Co. Ltd. from 1900 to 1908, and was acquired by Great Eastern in 1909. On acquisition by the L.G.O.C. it was coded 'G'; this was changed to 'K' in the recoding of 1912. It was closed in 1914.

In April 1911, L.G.O.C. type numbers, service numbers, and route boards were fitted on Great Eastern buses. The early Straker-Squire vehicles were included in the L.G.O.C. 'F' type and the Arrol Johnston buses in the 'T' type. The later Straker-Squires became Y1-22. The Straker-Squires ordered by Great Eastern but delivered direct to the L.G.O.C. were numbered Y23-52. From 15 June 1911, new vehicles ordered by the Great Eastern were licensed to the L.G.O.C. on delivery, and on 20 July 1911 the licensing authorities were notified that all buses then licensed to Great Eastern had become the property of the L.G.O.C.

Finally, with all its shares acquired by the L.G.O.C., the Great Eastern London Motor Omnibus Co. Ltd. went into voluntary liquidation in June 1911, and Sir Thomas Pile and Mr. Fred Griffiths became directors of the L.G.O.C. The Great Eastern Company was wound up on 10 June 1912.



## PART 2 - FLEET LIST

Regn. No.	Later LGOC No.	Chassis	Licence		Remarks
			Issued	Cancelled	
AN 352		Straker-Squire 24 h.p.	7. 6.05	5. 9.11	Büssing, per <u>Commercial Motor</u> Body transf. to S.S. chassis
AN 372	(	Leyland-Crossley Straker-Squire 24 h.p.	31. 7.05		Replaced by S.S., per <u>Commercial Motor</u> 4/269 - see note (a)
AN 401		Straker-Sq. 24 hp	14.12.05	15. 5.13	
AN 402		do.	18.12.05		Büssing, per <u>Commercial Motor</u> Body transf. to S.S. chassis
AN 426		do.	26. 2.06		
429		do.	26. 2.06		
AN 440		do.	6. 3.06		
441		do.	6. 3.06		
AN 445	(	Dennis 24 h.p. Straker 24 h.p.	19. 3.06		?Also replaced by Straker-Squire - see note (a)
AN 446		Straker-Squire	19. 3.06	5. 9.11	
447		do.	19. 3.06	4. 6.13	
448		do.	19. 3.06	27. 8.13	
AN 451		do.	9. 4.06		
452		do.	9. 4.06		
453		do.	9. 4.06		
454		do.	9. 4.06		
455		do.	9. 4.06		
456		do.	11. 4.06		
457		do.	9. 4.06		
472		do.	12. 4.06		
AN 485		do.	15. 5.06		
486		do.	15. 5.06		
487		do.	31. 5.06		
488		do.	31. 5.06		
489		do.	31. 5.06	18. 7.13	
490		do.	16. 5.06		
491		do.	16. 5.06		
492		do.	31. 5.06	9. 4.13	
493		do.	21. 5.06		
494		do.	31. 5.06		
AN 519		do.	26. 6.06		
520		do.	26. 6.06		
521		do.	26. 6.06		
523		do.	13. 7.06		
524		do.	13. 7.06		
525		do.	16. 7.06		
533		do.	24. 7.06		
534		do.	24. 7.06		
AN 535		do.	3. 8.06	14. 8.11	
536		do.	3. 8.06	1. 4.13	
537		do.	22. 8.06		
538		do.	22. 8.06	14. 8.11	

Note (a) - replaced by entirely new vehicles or merely "re-engined" - no change in vehicles, etc. in records.



Regn. No.	Later LGOC No.	Chassis	Licence		Remarks
			Issued	Cancelled	
AN 544		Straker-Squite	15. 9.06	14. 8.11	
545		do.	14. 9.06		
546		do.	20. 9.06		
547		do.	20. 9.06		
548		do.	20. 9.06	14. 8.11	
549		do.	20. 9.06	14. 8.11	
556		do.	20. 9.06	27. 8.13	
564		do.	19. 1.07	5. 9.11	
AN 609		Arrol Johnston	6. 4.07	12. 9.11	
610		24 h.p.	29. 4.07	31.12.07	Lorry
611		do.	30. 5.07	12. 9.11	
612		do.	3. 6.07	12. 9.11	
613		do.	11. 6.07	12. 9.11	
614		do.	26. 6.07	3. 8.11	Body to B 464, painted red, 4.8.11
615		do.	26. 6.07	12. 9.11	
616		do.	30.12.07	3. 8.11	Body to B 430, painted red, then red, white and green.
AN 617		do.	13. 1.08	16. 9.11	
618		do.	1. 1.08		
619		do.	31.12.07	5. 8.11	cancelled 9.8.11
620		do.	14. 6.07	12. 9.11	
647		do.	26. 6.07	3. 8.11	Body to B 457, painted red, 4.8.11
648		do.	17. 6.07	12. 9.11	
649		do.	1. 1.08		
650		do.	1. 1.08		
AN 651		Str. Squire 24 hp	5. 2.08		
652		do.	2. 8.07		Lorry
AN 653		Arr. Johnston 24hp	1. 1.08	12. 9.11	
654		do.	1. 1.08		
655		do.	6. 1.08		
656		do.	8. 1.08		To W.G.Nevill, 13 Outram Street, Plaistow, 3.10.12 - 27.8.13 To Perry & Co. (Bow) Ltd., Tredegar Works, Orwell Road, Bow, 30.10.14. Onwards - as lorry?
AN 657		do.	8. 1.08		
658		do.	9. 1.08		
659		do.	6. 1.08		
660		do.	13. 1.08	23. 8.11 ?	.. Body to B 456, 4.8.11, painted red, then green
661		do.	6. 1.08		
662		do.	6. 1.08		
663		do.	13. 1.08		
664		do.	13. 1.08	3. 8.11	Body to B 429, 3.8.11, painted red
665		do.	13. 1.08	12. 9.11	
713		do.	13. 1.08		
714		do.	13. 1.08	3. 8.11	Body to B 426, painted red, then red, white and green.



Regn. No.	Later LGOC No.	Chassis	Licence		Remarks
			Issued	Cancelled	
AN 812		Str.Squire 24 hp	5. 1.09		
813		do.	13. 4.09		
814		do.	6. 1.09		
815		do.	19. 1.09		
816		do.	19. 1.09		
817		do.	22. 2.09		
818		do.	22. 2.09		
819		do.	22. 2.09		
820		do.	25. 3.09		
821		do.	25. 3.09		
907		do.	13. 9.09		"Practice Bus" licensed as lorry

The following vehicles were all on Straker-Squire 24 h.p. chassis 747.

LB = sold with lorry body \* = information supplied by G. J. Robbins

Regn. No.	Later LGOC No.	Licence		Remarks
		Issued	Cancelled	
AN 989	Y 1	8. 7.10	10.10.18	To lorry, 16.11.11; to bus, 29. 3.15; *To Dunlop Rubber Company, 26. 9.18
990	Y 2	25. 7.10	26. 7.20	To lorry, 3.1.19 *LB
1056	Y 3	14. 3.11	28. 7.20	To lorry, 3.1.19 *LB
1057	Y 6	. 3.11	1. 5.18	(Lorry) *LB
1058	Y 4	18. 3.11	15.10.18	*To Ortona Motor Company, 8.10.18
1059	Y 5	18. 3.11	9. 8.20	To lorry, 3.1.19; *To A.V.Roe & Co. 18.4.18
1060	Y 7	2. 3.11	28. 7.20	To lorry, 3.1.19 *LB
1061	Y 8	2. 3.11	13. 8.20	To lorry, 3.1.19 *LB
1062	Y 9	23. 3.11	1. 5.18	to A.V.Roe, Southampton, 23.4.18 or 18.4.18*
1063	Y 10	24. 3.11	28. 7.20	To lorry, 8.3.19 *LB
1064	Y 12	26. 3.11		*To British Railway Traffic Co. 16.9.18 To B.J.Norris Ltd. Gatton Rd Tooting, 23.9.18 To C. Gunary, Pound House Farm Dagenham 10.2.19
1065	Y 11	25. 3.11	31.10.18	*To Whiting Ltd., 30.10.18
1081	Y 13	24. 4.11	10.10.18	*To Dunlop Rubber Company, 26.9.18
1082	Y 14	6. 5.11	9. 9.18	*To A. V. Roe, 1.9.18
1083	Y 15	10. 5.11	15.10.18	*To Ortona Motor Company, 30.9.18
1084	Y 16	20. 7.11	9. 9.18	*To A. V. Roe, 1.9.18
1085	Y 17	11. 5.11		To lorry, 3.1.19 To T. White & Sons, Laurel Cottage, Halstead, Sevenoaks, 13.8.20 *LB
1086	Y 18	12. 5.11	26. 7.20	To lorry, 3.1.19 *LB
1087	Y 19	13. 5.11	28. 7.20	To lorry, 8.3.19 *LB
1088	Y 20	15. 5.11	25.10.18	*To Ortona Motor Company, 12.10.18
1089	Y 21	17. 5.11	10.10.18	*To Dunlop Rubber Company, 26.9.18
1090	Y 22	24. 5.11	25.10.18	*To Ortona Motor Company, 14.10.18



The following vehicles were ordered by Great Eastern before the take-over and were delivered direct to the L.G.O.C., being classified "Y" type. They were all on Straker-Squire 24/30 h.p. chassis.

T.E.B. = Traffic emergency bus

Regl. No.	LGOC No.	Licence		Remarks
		Issued	Cancelled	
AN	Y			
1091	23	15. 6.11	10.10.18	*Chassis to Dunlop Rubber Company, 26.9.18 *Body to T.E.B.
1092	26	17. 6.11	5.10.18	*To Whiting Ltd., 3.10.18; body to T.E.B.
1093	27	19. 6.11		To lorry, 8.3.19; *body to T.E.B. To G. Painter, Bush Road, Rotherhithe, 19.8.20
1094	28	19. 6.11	10.10.18	*To Dunlop Rubber Co., 16.9.18; body to T.E.B.
1095	30	20. 6.11	9. 8.20	To lorry, 3.1.19 *LB *Body to T.E.B.
1096	33	27. 6.11	26. 7.20	To lorry, 8.3.19 *LB *Body to T.E.B.
1097	32	3. 7.11		To lorry, 8.3.19 *LB *Body to T.E.B.; To J. Gale & Sons, Southampton ? 21.8.20
1098	31	5. 7.11	11. 8.20	To lorry, 3.1.19 *Body to T.E.B.
1099	24	7. 7.11	10.10.18	*To Dunlop Rubber Co. 26.9.18; body to T.E.B.
1100	37	11. 7.11		To lorry, 23.9.18; to Ben Davis, 7 Cribbs Road, Neath, 11.4.21; *to British Rail Traffic Company, 16.9.18; *Body to T.E.B.
1146	34	5. 7.11	23. 7.20	To lorry, 3.1.19 *LB
1147	35	5. 7.11	10.10.18	To Dunlop Rubber Co., 26.9.18; *body to T.E.B.
1148	36	9. 7.11	24. 7.20	To lorry, 8.3.19; *LB; *body to T.E.B.
1149	29	10. 7.11	10.10.18	To lorry, 26.9.18; *body to T.E.B.
1150	25	13. 7.11	26. 7.20	To lorry, 8.3.19; *LB *body to T.E.B.
1151	38	17. 7.11		To Express Motor & Carriage Co. (Bristol) Ltd. 27 & 29 Lower Redland Road, Blackboy Hill, Bristol, 22.8.18 or *13.8.18. *body to T.E.B.
1152	39	17. 7.11		To B.J. Norris Ltd., Gatton Rd, Tooting, 10.9.18; *body to T.E.B.
1153	40	19. 7.11	10.10.18	To Dunlop Rubber Co., 26.9.18; *body to T.E.B.
1154	41	21. 7.11		To lorry, 8.3.19; *LB *Body to T.E.B. To S.H.Foy, 195 Shirley Rd, Southampton. 4.8.20
1155	42	24. 7.11	23. 7.20	To lorry, 8.3.19 *LB
1167	43	11. 8.11	25.10.18	To lorry To Ortona Motor Company, 14.10.18
1168	44	16. 8.11	23. 7.20	To lorry, 8.3.19 *LB
1169	45	26. 9.11		To lorry, 8.3.19 *LB *To Dunlop Rubber Company, 26.9.18; To G. Painter, Bush Road, Rotherhithe, 19.8.20
1170	46	12. 9.11	31.10.18	To Whiting Ltd., 30.10.18
1171	47	8. 9.11		To lorry, 8.3.19 *LB To A. Shaw, 105 High Street, Mortlake, 31.7.20
1172	48	16. 9.11	1. 5.18	To lorry *To Dunlop Rubber Co., 26.9.18
1173	49	20. 9.11	10.10.18	To A. V. Roe & Co. Ltd., 18.4.18
1174	50	29. 9.11	23. 7.20	To lorry
1175	51	13.10.11	26. 7.20	To lorry, 8.3.19 *LB
1176	52	13.10.11		To lorry, 5.7.19 *LB To W. & J. Walton, Upton Villa, Halstead, Sevenoaks, 11.8.20



PART 3 - ROUTE LIST

Based on notes in the Reinohl Collection

- . .06 Upton Park, Plashet Road 'Duke of Edinburgh' - Stepney Station
- 23. 3.06 Upton Park - Oxford Circus, via Holborn
- . 7.06 Upton Park - Marble Arch, Sundays.
- 4. 4.08 East Ham Town Hall - Finchley Road Station
- 21. 6.08 Upton Park - Oxford Circus
- . 7.08 Upton Park - Oxford Circus, via Ludgate Hill
- . 9.08 ( Upton Park - Charing Cross, via Ludgate Hill
- Upton Park - Victoria Station, via Ludgate Hill; Sundays
- .10.09 withdrawn
  
- 4. 4.06 Leyton, Bakers Arms - Oxford Circus, Via Hackney, Bank, Holborn  
weekdays ;  
Epping Forest, Rising Sun - Marble Arch; Sundays.
- . .11 withdrawn
  
- . 6.06 Leyton, Bakers Arms - Elephant & Castle; weekdays;  
Epping Forest, Rising Sun - Elephant & Castle; Sundays.
- . 9.09 Diverted via Dalston Junction and Kingsland Road in competition  
with L.G.O.C. Whipps Cross - Tulse Hill service.
- . .09 Warren Wood House - Elephant & Castle
- 6. 4.11 Became L.G.O.C. route 35
  
- 2. 2.08 Seven Kings Hotel - Stratford Broadway; daily
- 9. 3.08 Seven Kings Hotel - Elephant & Castle
- 21. 6.08 Ilford Broadway - Elephant & Castle
- 8. 9.09 Ilford Broadway - Shepherds Bush
- 17.12.08 Ilford Broadway - West Kilburn, Falcon Hotel
- 6. 4.11 Became L.G.O.C. route 37
  
- 9. 3.08 Leytonstone, Green Man - Elephant & Castle
- .11.08 Stratford Broadway - Elephant & Castle
- . .09 Withdrawn
  
- 4. 4.08 Liverpool Street - Shepherds Bush
- . .08 Withdrawn
  
- 26. 7.09 West Kilburn - Victoria Station
- 25. 3.10 West Kilburn - Charing Cross, via Victoria Street
- 10. 4.10 ( West Kilburn - Charing Cross; weekdays  
West Kilburn - Elephant & Castle; Sundays
- 8. 5.10 West Kilburn - Victoria Station
- 6. 4.11 West Kilburn - Elephant & Castle, via Vauxhall  
Became L.G.O.C. route 36
- 13. 9.11 Route 36 : West Kilburn - Liverpool Street
  
- 6.11.09 Leyton, Bakers Arms - Putney Station; weekdays
- 9.11.09 Epping Forest, Rising Sun - Putney Station; Sundays
- 25. 3.10 Bethnal Green - Putney Station
- 6. 4.10 Hackney Station - Putney Station, via Dalston Junction
- 6. 4.11 Became L.G.O.C. route 22
  
- 6.10.10 Seven Kings - Willesden, Spotted Dog, via L.G.O.C. route 8



Operational Notes, as at 6 April 1911, as given in Reinohl Collection.

Route 22	Great Eastern Vanguard	KA OA	KB OB	Lea Bridge Road garage Dalston garage
Route 35	Great Eastern General	KC VC	KD VD	Lea Bridge Road garage Old Kent Road garage
Route 36	Great Eastern General	GA VA	GB VB	Kilburn garage Old Kent Road garage
Route 37	Great Eastern General	QF PF	QG PG	Forest Gate garage Clayhall garage
*Route 54	Great Eastern Vanguard	KA OA	KB OB	Lea Bridge Road garage Dalston garage

\* Epping Forest, Rising Sun - Marble Arch

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It is possible that Arrol Johnstons were at Kilburn garage, and Straker-Squires at Lea Bridge and Forest Gate garages, with new Y-type buses at Forest Gate.

In August 1911, B-type buses replaced the Arrol Johnstons at Kilburn, including the six rebuilt ones. When the new Leyton (T) garage was opened on 20 June 1912, the B-type buses were moved from Kilburn to Leyton for route 35 and the new route 38; route 36 then received Straker-Squires, pending delivery of new B-type buses later, due, no doubt to only B-type being necessary for training new drivers at the new Leyton Garage.

G.J.R.



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